

DECEMBER 15 2017

PMI-DOP-SORP-10382/2017

TO: SOUTHPORT
AMY JONES

CC: MORAN
OPERATIONS DPT

VOYAGE INSTRUCTIONS

VESSEL / TRANSPORT: M/T "DORIC BREEZE"
COMMERCIAL ORDER: CTT-17-1229
PRODUCTS: ULTRA LOW SULPHUR DIESEL
LAYDAYS: DECEMBER 16-18, 2017
SUPPLIER: EXXON
LOAD PORT: BAYTOWN, TX, USA
TERMINALS: EXXON REFINERY
QUANTITY: 245,000 BLS (MIN/MAX) OF ULSD
AGENT AT LOAD PORT: MORAN
INSPECTION AT LOAD PORT: INTERTEK
DISCHARGE PORT: TUXPAN, VERACRUZ, MEXICO
TERMINAL: PEMEX MARINE TERMINAL
RECEIVER: PEMEX TRANSFORMACION INDUSTRIAL
LAYTIME: AS PER CHARTER PARTY
AGENT AT DISCHARGE: AGENCIA MARÍTIMA MARINA
INSPECTION AT DISPORT: TBC

TANKS CLEANING AND PRESENTATION: VESSEL MUST CONSIDER PREVIOUS CARGO COMPATIBILITY TO NOMINATE TANKS AND ARRIVE WITH SUCH TANKS, LINES, PUMPS AND ALL ASSOCIATED EQUIPMENT DRAINED, CLEANED, DRIED, SUITABLE AND/OR FULLY INERTED AND READY TO THE PRODUCT INDICATED ABOVE.

REMARKS (IF APPLY):

- DRAFT RESTRICTIONS FOR EACH PORT (PLEASE CONSIDER MAX DRAFT AT DISPORT AS PER AGENT'S INFORMATION AND MAX DRAFT AT DISPORT AS 34 FTFW)
- VESSEL TO DISCHARGE CARGO AS STATED ABOVE AND WHEN REVISIONS ARE ISSUED, ALWAYS CONSISTENT WITH SAFE ARRIVAL/DEPARTURE DRAFTS AT ALL PORTS.
- PORT RESTRICTIONS FOR LOADING AND DISCHARGE PORT/S TO BE CONFIRMED BY VESSEL WITH LOCAL AGENTS PRIOR TO VESSEL'S ARRIVAL

PMI REQUIREMENTS FOR VOYAGE INSTRUCTIONS

1. TANKS SUITABLE FOR LOADING:

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BUSINESS ADDRESS
AV. MARINA NACIONAL No. 329
TORRE EJECUTIVA, PISO 20
COL. VERÓNICA ANZURES
DEL. MIGUEL HIDALGO
CP 11300 CIUDAD DE MEXICO

REGISTERED ADDRESS
25/28 NORTH WALL QUAY DUBLIN 1
DUBLIN, IRELAND
COMPANY NUMBER 174135
REGISTERED IN IRELAND AS A COMPANY
LIMITED BY SHARES

Tel: 1944-0244
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- IF CARGO TANKS ARE FOUND UNSUITABLE FOR LOADING BY THE NOMINATED INDEPENDENT INSPECTOR, PMI WILL NOT BE RESPONSIBLE FOR THE TIME AND COSTS FOR CLEANING, RE-INERTING OR CONDITIONING CARGO TANKS. THEREFORE, LAYTIME SHALL **NOT** START UNTIL THE TANKS ARE ACCEPTED BY THE INDEPENDENT INSPECTOR AND PMI.
- **OWNER AND MASTER ARE RESPONSIBLE TO ENSURE CARGO CAN BE LOADED, PRESERVED AND DISCHARGED WITHOUT RISK OF CONTAMINATION AS PER CHARTER PARTY.**
- VESSEL'S SLOPS MUST BE SEGREGATED FROM CARGO AND **LOAD ON TOP** SLOPS IS NOT AUTHORIZED.
- **OWNER AND MASTER ARE RESPONSIBLE FOR OBTAINING AND COMPLYING WITH THE MATERIAL SAFETY DATA SHEETS FOR ALL PRODUCTS LOADED ON BOARD THE VESSEL AT LOADING TERMINAL.**
- **OWNER AND MASTER MUST REPORT LAST THREE CARGOES AND SAME MUST BE COMPATIBLE PRODUCTS WITH THE CARGO TO BE LOADED.**

2. INFORMATION REQUIRED AT ALL PORTS.

- MASTER MUST REPORT PRIOR TO LOADING THE **MAXIMUM INTAKE** AS PER AVERAGE GRAVITY (API) OF CARGO PROVIDED BY CHARTERERS.
- **PRIOR TO LOADING**, THE VESSEL IS TO SEND NOTICES TO LOADPORT INCLUDING POSITION, SPEED, DISTANCE TO GO, WEATHER AND ETA. **AFTER LOADING**, THE VESSEL IS TO SEND A **DAILY NOON POSITION REPORT INCLUDING H2S LEVELS AND CARGO TEMPERATURES BY INDIVIDUAL CARGO TANKS**. VESSEL IS TO PROCEED IN A TIMELY FASHION TO DISCHARGE PORT ONCE CARGO IS LOADED.
- **ETA IN ACCORDANCE WITH GOVERNING CHARTER PARTY NOTIFICATION CLAUSE.** ETA NOTICES MUST BE SENT TO CARGO SHIPPER / CONSIGNEE / LOADING AND DISCHARGE TERMINALS (DIRECTLY OR VIA LOCAL SHIP'S AGENT) **72/48/24/12** HOURS PRIOR TO ARRIVAL AT BOTH LOAD AND DISCHARGE PORTS. MASTER MUST ADVISE RIGHT AWAY **IF ETA CHANGES** BY 6 HOURS OR MORE. IF THERE IS NOT ENOUGH TIME AVAILABLE, COMPLY AS CLOSELY AS POSSIBLE. FAILURE TO DO SO MAY INCUR DEMURRAGE, AND/OR LOST CARGO NOMINATION; TIME SO LOST WILL BE FOR OWNER'S ACCOUNT.
- MASTER OR OFFICIALS WILL REPORT **STOWAGE PLAN** WITH DESIGNATED TANKS AND QUANTITY TO ALL PARTIES AT LOAD PORT, AND **ULLAGE** AT DISCHARGE PORT.
- UNLESS PMI ISSUES INSTRUCTIONS TO THE CONTRARY, ALL CARGOES MUST BE **COMMINGLED ON BOARD AND SPREAD EVENLY** THROUGHOUT ALL CARGO TANKS IN ORDER TO OBTAIN A HOMOGENOUS BLEND AS BEST AS POSSIBLE.
- **SAMPLING PROCEDURES** ON BOARD MUST COMPLY WITH **IMO** RECOMMENDATIONS AND/OR SAFETY REGULATIONS.
- ARRIVAL TIME (LOCAL), ETC, ETD, NOR, ALL FAST, COMMENCE / COMPLETE CARGO OPERATIONS, HOSES OFF, ETA TO NEXT PORT, DEPARTURE TIME, **DEPARTURE DRAFT** AND ALL OTHER **TIMES RELATED TO THE OPERATION** THAT MAY BE RELATED TO DEMURRAGE OR A CLAIM.
- COMPLETE **STATEMENT OF FACTS** IS TO BE DULY **SIGNED AND STAMPED** BY ALL THREE PARTIES (TERMINAL REPRESENTATIVE, MASTER AND VESSEL'S AGENT).

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- NOR, TERMINAL TIME SHEETS, AGENT'S STATEMENT OF FACTS AND ANY APPLICABLE LETTER OF PROTEST SIGNED BY MASTER AND TERMINAL REPRESENTATIVES SHOWING PRESSURE MAINTAINED AT VESSEL'S CARGO MANIFOLD. THIS WOULD BE NECESSARY **SUPPORTING DOCUMENTATION FOR OWNER'S POTENTIAL DEMURRAGE CLAIM.**
 - **QUANTITY** RECEIVED ON BOARD AND QUANTITY DELIVERED TO SHORE AS WELL AS ROB, **LOAD/DISCHARGE RATES OR PUMPING LOGS.** LOADING/DISCHARGE FIGURES IN **GALLONS, BARRELS, METRIC TONS AND LONG TONS @ 60°F (NET / GROSS, API GRAVITY, LOAD TEMPERATURE.** REPORT PRESSURE AND TEMPERATURE IN CARGO TANKS, AS WELL AS DURING LOADING AND DISCHARGE. MASTER TO COMPARE SHIP'S FIGURES WITH SHORE NET FIGURES AT LOAD PORT AND DISPORT.
 - THE **BILL OF LADING DATE** MUST BE THE DATE OF COMPLETION OF LOADING EACH PARCEL. IF LOADING IN USA, THEN EARLY DEPARTURE PROCEDURE (EDP) IS TO APPLY.
 - INSTRUCTIONS FROM TERMINAL, AGENT OR OTHER LOCAL AUTHORITY SHALL NEVER SUPERSEDE **CHARTERER'S VOYAGE ORDERS**, EXCEPT IN THE CASE THAT THE MASTER HAS CHARTERER'S AUTHORIZATION TO FOLLOW LOCAL INSTRUCTIONS. IF A CONFLICT ARISES, MASTER/OWNER IS TO IMMEDIATELY CONTACT CHARTERERS TO RESOLVE THE ISSUE.
 - IN THE EVENT THAT SUPPLIER'S / RECEIVER'S NOMINATION EXCEEDS **CHARTERER'S NOMINATED QUANTITY**, MASTER SHALL IN NO EVENT LOAD OR DISCHARGE MORE THAN CHARTERER'S MAXIMUM QUANTITY UNTIL THE DIFFERENCE IS RESOLVED.
 - **TEMPERATURE** OF PRODUCT MUST BE MAINTAINED AS PER CHARTER PARTY. IF CHARTERERS REQUEST HEATING OF CARGO, ESTIMATED COSTS FOR SAME MUST BE PRESENTED BY OWNERS TO CHARTERERS AND CHARTERERS WILL CONFIRM ACCEPTANCE AND ISSUE HEATING INSTRUCTIONS.
 - IF THE CASE OF **CHANGE OF DESTINATION** ARISES, VESSEL/OWNER SHALL PROCEED ACCORDING TO PMI'S INSTRUCTIONS. IF **ADDITIONAL COSTS OR DEVIATION COSTS** ARISE DUE TO CHARTERERS INSTRUCTIONS, RELATED COSTS MUST BE REPORTED TO CHARTERERS IN ORDER TO CONFIRM THE INSTRUCTIONS AND PAYMENT. NATURAL AND GEOGRAPHICAL ROTATION MUST APPLY ON DISCHARGE AS PER CHARTER PARTY.
 - PLEASE SEND INFORMATION REQUESTED TO P.M.I. TRADING LTD. **BY EMAIL TO:**
DULCE BARRANCO (dulce.barranco@pmicim.com), ROCIO ORTIZ (Rocio.Ortiz@pmicim.com), ARLENE DE LA MORA (Arlene.Delamora@pmicim.com), MANUEL VILLARINO (Manuel.Villarino@pmicim.com), IVETT BAÑOS (Ivett.Banos@pmicim.com), IGNACIO CASILLAS (Ignacio.Casillas@pmicim.com) & FERNANDA GALLARDO (Fernanda.Gallardo@pmicim.com)
 - **UPON DEPARTURE FROM LOAD PORT** AND NO LATER THAN 12 HOURS AFTER SUCH DEPARTURE, AS PER NEW CUSTOMS REGULATION, AGENT AT LOAD PORT MUST SEND BY E-MAIL, SHIPPER NAME, ADDRESS & TAX ID., B/L NUMBER., TO THE AGENT AT DISPORT, AS WELL AS TO P.M.I. TRADING LIMITED, FAILURE TO COMPLY WITH THE ABOVE MAY INCUR DELAYS AND ADDITIONAL COSTS AT DISPORT, WHICH WILL BE FOR OWNER'S ACCOUNT.
- 3. PLEASE REPORT ANY MARINE EMERGENCY, CASUALTY, COLLISION, GROUNDING OR SPILLAGE HOWEVER SMALL ACCORDING TO THE FOLLOWING PROCEDURE:**

- A. REPORT THE MARINE EMERGENCY CALLING DAY OR NIGHT TO:**
MEXICO CITY AREA CODE (52-55)

CHARTERING DEPARTMENT
FERNANDO AYALA

:OFFICE: (52 55) 1944 0138
MOBILE: (52 155) 1866 5775

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MARINE SAFETY DEPARTMENT
EDUARDO GALLEGOS:

OFFICE: (52 55) 1944 0251
MOBILE: (52 155) 1866-5787

OPERATIONS DEPARTMENT:

	OFFICE	MOBILE
DULCE BARRANCO	+52 (55) 1944-0244	+52(155) 3796-4573
ARLENE DE LA MORA	+ 52 (55) 1944-0089	
MANUEL VILLARINO	+ 52 (55) 1944-0256	+52(155) 1866-5747

B. THE MARINE EMERGENCY TELEPHONE CALL IS TO BE FOLLOWED UP BY A CONFIRMATION / REPORT BY EMAIL TO THE ABOVE MENTIONED ADDRESSES AND MAY INCLUDE THE FOLLOWING:

- PORT, TERMINAL, BERTH OR POSITION OF EMERGENCY
- KIND OF EMERGENCY AND IMPACT
- CASUALTIES OR INJURIES
- ESTIMATED QUANTITIES IF APPLIES
- INITIAL ACTIONS OR ACTIVITIES TO MITIGATE IMPACT
- P&I REPRESENTATIVE CONTACT DETAILS
- NOTIFICATIONS OF OWNER/OPERATOR TO AUTHORITIES.
- INCIDENT PROJECTION FOR THE NEXT 24/28 HOURS.

4. IF VESSEL DESTINATION IS CALIFORNIA, PLEASE ADVISE OWNERS AND MASTER TO REPORT VIA LOCAL AGENT TO PORT AUTHORITIES THE FOLLOWING:

- A. THE LOCAL TIME/DATE AND POSITION (LONGITUDE AND LATITUDE) OF THE VESSEL FOR EACH ENTRY INTO ANY OF THE REGULATED CALIFORNIA WATERS.
- B. THE LOCAL TIME/DATE AND POSITION OF THE VESSEL AT THE INITIATION AND COMPLETION OF ANY FUEL SWITCHING PROCEDURES USED TO COMPLY WITH THE REGULATIONS PRIOR TO ENTRY INTO ANY OF THE REGULATED CALIFORNIA WATERS.
- C. THE LOCAL TIME/DATE AND POSITION OF THE VESSEL AT THE INITIATION AND COMPLETION OF ANY FUEL SWITCHING PROCEDURES WITHIN ANY OF THE REGULATED CALIFORNIA WATERS. (COMPLETION OF FUEL SWITCHING PROCEDURES OCCURS THE MOMENT ALL ENGINES SUBJECT TO THIS SECTION HAVE COMPLETELY TRANSITIONED FROM OPERATION ON ONE FUEL TO ANOTHER FUEL).
- D. THE TYPE OF EACH FUEL USED (EG: MARINE GAS OIL) IN EACH AUXILIARY ENGINE OPERATED IN ANY OF THE REGULATED CALIFORNIA WATERS.
- E. THE TYPES, AMOUNTS, AND THE ACTUAL PERCENT BY WEIGHT SULFUR CONTENT OF ALL FUELS PURCHASED FOR USE ON THE VESSEL, AS REPORTED BY THE FUEL SUPPLIER OR A FUEL TESTING FIRM.

5. DOCUMENTS FOR PAYMENT:

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TRADING
LIMITED

EMAIL INVOICE AND SUPPORTS TO BE SENT TO PMI FOR APPROVAL FOLLOWED BY DIGITALLY SIGNED ELECTRONIC INVOICE SENT TO P.M.I. TRADING LTD, TOGETHER WITH ALL THE REQUESTED DOCUMENTS RELATED TO THIS OPERATION AS STATED ABOVE, IMMEDIATELY AVAILABLE AFTER CMPLTION OF LOAD/DISCHARGE TO:

**P.M.I. TRADING LIMITED / CHARTERING DEA
AVENIDA MARINA NACIONAL 329. TORRE EJECUTIVA PISO 20, FRONT DESK
ATTN: JAIME SABORIO / FERNANDO AYALA**

BEST REGARDS,

MANUEL VILLARINO
ATTORNEY IN FACT

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